



Michael O. Leavitt  
Governor  
Kathleen Clarke  
Executive Director  
Lowell P. Braxton  
Division Director

# State of Utah

DEPARTMENT OF NATURAL RESOURCES  
DIVISION OF OIL, GAS AND MINING

1594 West North Temple, Suite 1210  
PO Box 145801  
Salt Lake City, Utah 84114-5801  
801-538-5340  
801-359-3940 (Fax)  
801-538-7223 (TDD)

September 25, 2001

TO: Minerals File

FROM: Paul Baker, Reclamation Biologist *PB*

RE: Site Inspection, Deloy Shumway, Travertine No. 8 and 9, S/019/053, Grand County, Utah

Date of Inspection: September 7, 2001  
Time of Inspection: 10:00 a.m. to 1:00 p.m.  
Participants: Deloy and Earl Shumway (operators); Brent Northrup (BLM); Paul Baker and Tony Gallegos (DOGM)  
Conditions: Mostly clear, 70-80's

## Purpose of the inspection:

Mr. Northrup visited the site on July 17, 2001, and was concerned about the size of the disturbance, a mobile home that had not been included in the notice to the BLM, disturbance where a trackhoe had been offloaded, and trash.

## Observations and Discussions:

Disturbance where the trackhoe was offloaded had been raked smooth. There had apparently been minimal disturbance to the vegetation. There were other tracks in this area, but these could have been from recreationists and could not clearly be attributed to the operator.

The trash had been cleaned up, although there were a few pieces of litter scattered around the site.

There was a motor home parked east of the staging area, which is being used for security. At times, there have apparently been campers with up to 18 vehicles in the area, and some of these people have been in the permitted area collecting rocks. Since the motor home has been there, there have been no problems with campers. Mr. Northrup was not particularly concerned about the motor home being there or a caretaker staying in it except that it had not been included in the permit from the BLM.

There was apparently some report that the operator was using dynamite, but I do not know the origin of this report. Dynamite would fracture the rock, and the operator emphatically denied using dynamite.

We discussed topsoil salvage but did not reach a definite conclusion about where topsoil should be salvaged and how much could be saved. A letter from the operator dated December 4, 2000,

says, "Area on project area is travertine outcrops. There is very little soil on the area, (any soil will be stockpiled [sic] for reclamation). There is almost no vegetation [sic] in the mining area." The Division's February 7, 2001, approval stipulates that the layer of soils and vegetation lying over the proposed excavation area will need to be bladed off and stockpiled for use in final reclamation; however, there is very little soil over much of the area being excavated. Nevertheless, there are some areas with topsoil within the disturbed area that have not yet been disturbed, and the operator needs to salvage soils in these areas.

Most of our time was spent collecting data with a GPS unit so we could calculate the size and document the exact location of the site. I collected GPS data around four separate disturbances. We also collected data points along the access road and at five stakes the operator had placed to mark the limits of disturbance.

As one drives into the area, there is a staging area where the operator has been putting rock on pallets. To the west of this area are a dug road and a talus slope leading up to the main area where the operator has been doing some excavation. There is also some disturbance south of the dug road.

Above the staging area is a talus slope from which the operator is collecting rock; however, because this area is so steep and rocky, I did not use the GPS to mark its location. There are some ways we could have marked the corners of this area so we would know its limits, but we did not think of this while in the field. Therefore, I used Pathfinder software to estimate the size of this area based on my recollection of its location in relation to other disturbed areas.

The length of newly-constructed road was previously estimated to be 2200 feet, and it is about nine feet wide. About 289 feet of this road crosses the staging area, so the total acreage disturbed by the road, not including the portion through the staging area, is 0.39 acres.

After returning to the office, I downloaded the information from the GPS unit, corrected it, and made some additional corrections because of some mistakes I made while walking around the disturbed areas. Disturbed area acreages were calculated by Pathfinder as follows:

Staging area	1.50 acres
Main quarry area	2.23 acres
South of dug road	0.58 acres
Talus slope	0.21 acres
Intersection	0.13 acres
Road	0.39 acres
Total	5.04 acres

The operator has raked smooth the disturbance in the intersection, so, unless the area continues to be used to offload equipment, I consider it to be reclaimed. Therefore, the existing disturbance would be 4.91 acres.

Page 3  
Travertine #8 and 9  
S/019/053  
October 10, 2001

The operator put t-posts on the corners of the area originally proposed to be disturbed. We took positions at these points. On the west side of the area are three posts. If the disturbance was to be extended to these posts, the amount of actual disturbance would be increased by 3.21 acres.

Mr. Northrup returned to the site on September 21, 2001, and took GPS readings. He said there was more disturbance than when we had been there on September 7. With these new GPS readings, he calculated a total disturbance area of 5.19 acres.

#### **Conclusions and Recommendations:**

I tried as well as I could to be accurate in walking around the area the operator has disturbed, but there was some subjectivity in places. The operator indicated he has no intentions of disturbing new areas, but it appears new areas have been disturbed.

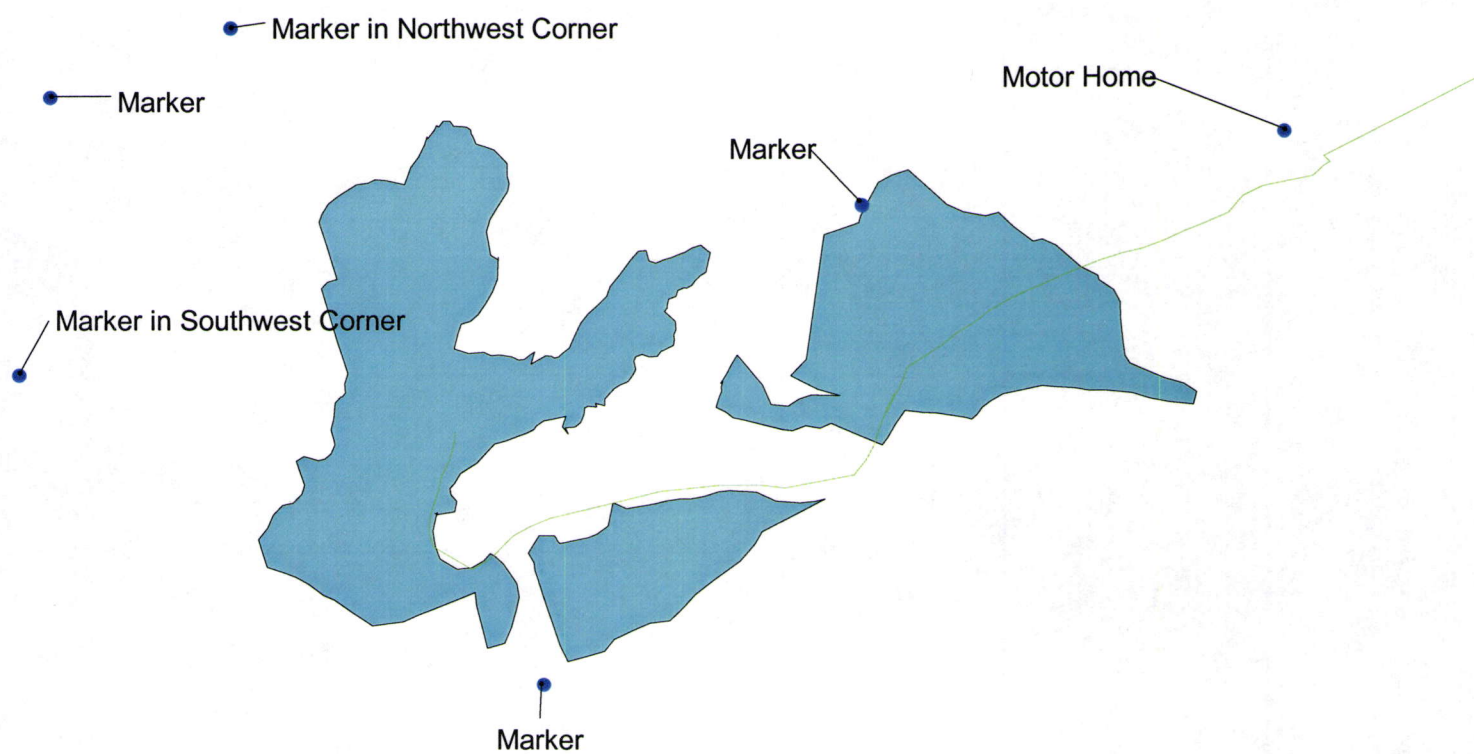
I would like to verify the BLM GPS information before determining the site should be classified as a large mine. There are some areas I believe the operator could reclaim with minimal work to keep the site under the five-acre limit, but if this is not done, the Division will probably need to require the operator to meet all requirements for a large mine, including reclamation bonding. Since the operator is actively mining, exceeding the five acre limit may be inevitable. It may be in the best interest of the operator, the Division, and the BLM for the operator to begin now to permit the site as a large mine.

The operator will submit information to the BLM to allow the motor home and a caretaker. If the intersection is to be used to offload equipment, the operator will permit this area as well. This area would need to be permitted with both the Division and the BLM.

The operator needs to be aware of the requirements to salvage topsoil where it is available. Although much of the area consists of rock outcrop, there are some areas where topsoil could be salvaged.

Photos we took are attached to this report. Also attached are copies of maps Mr. Northrup and I generated.

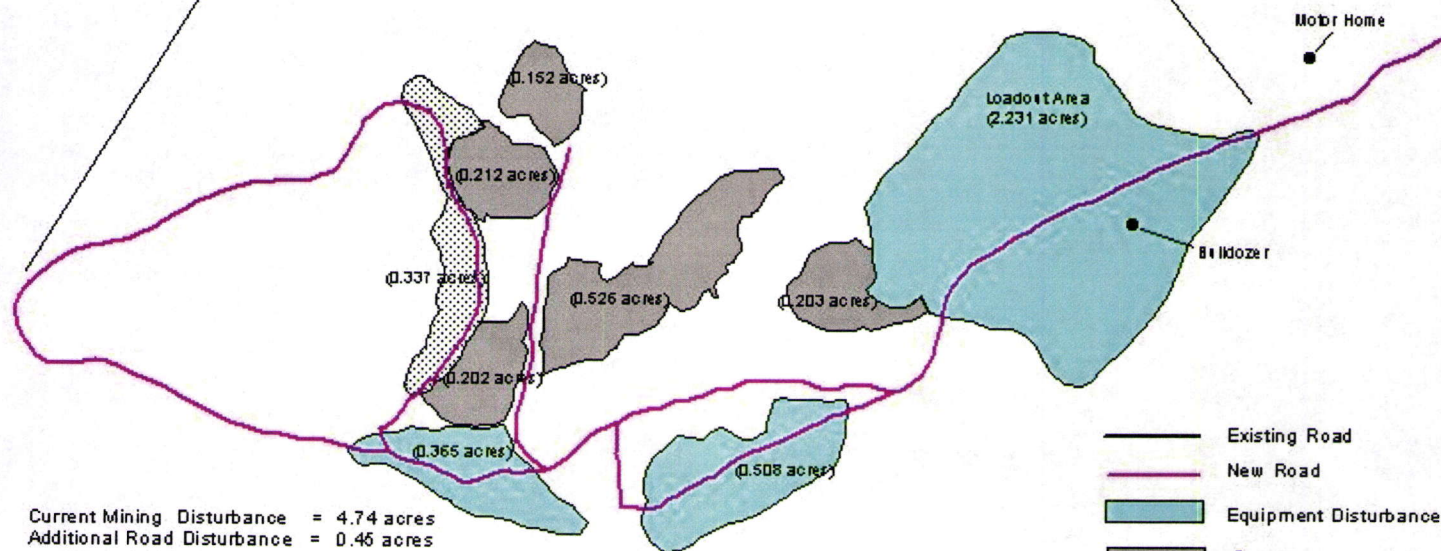
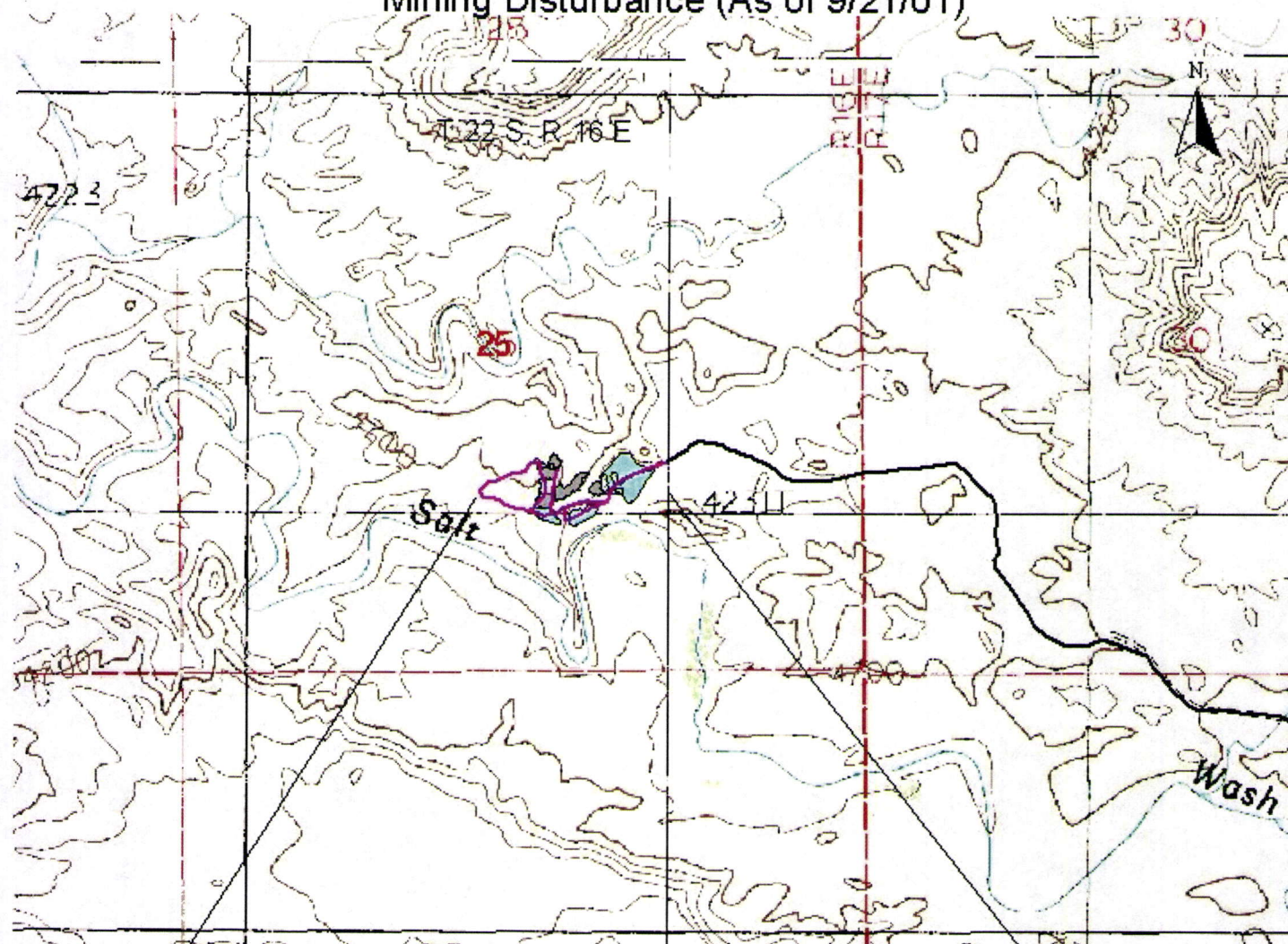
jb  
cc: Brent Northrup, BLM  
Deloy Shumway, Operator  
s19-53ine.doc



Travertine Nos. 8 and 9



# Travertine #8-#9 Mine Mining Disturbance (As of 9/21/01)



Current Mining Disturbance = 4.74 acres  
Additional Road Disturbance = 0.46 acres  
(2,200 ft x 9 ft)

Total Disturbance = 5.19 acres

- Existing Road
- New Road
- Equipment Disturbance
- Quarry
- Stockpile Area
- Equipment Site

0.05 0 0.05 0.1 Miles





5/01/053

Staging area from the top of the talus slope.  
Note the pallets and palletized rock





s/019/053

East end of the staging area, motor home,  
and access road looking from the top of  
the talus slope.

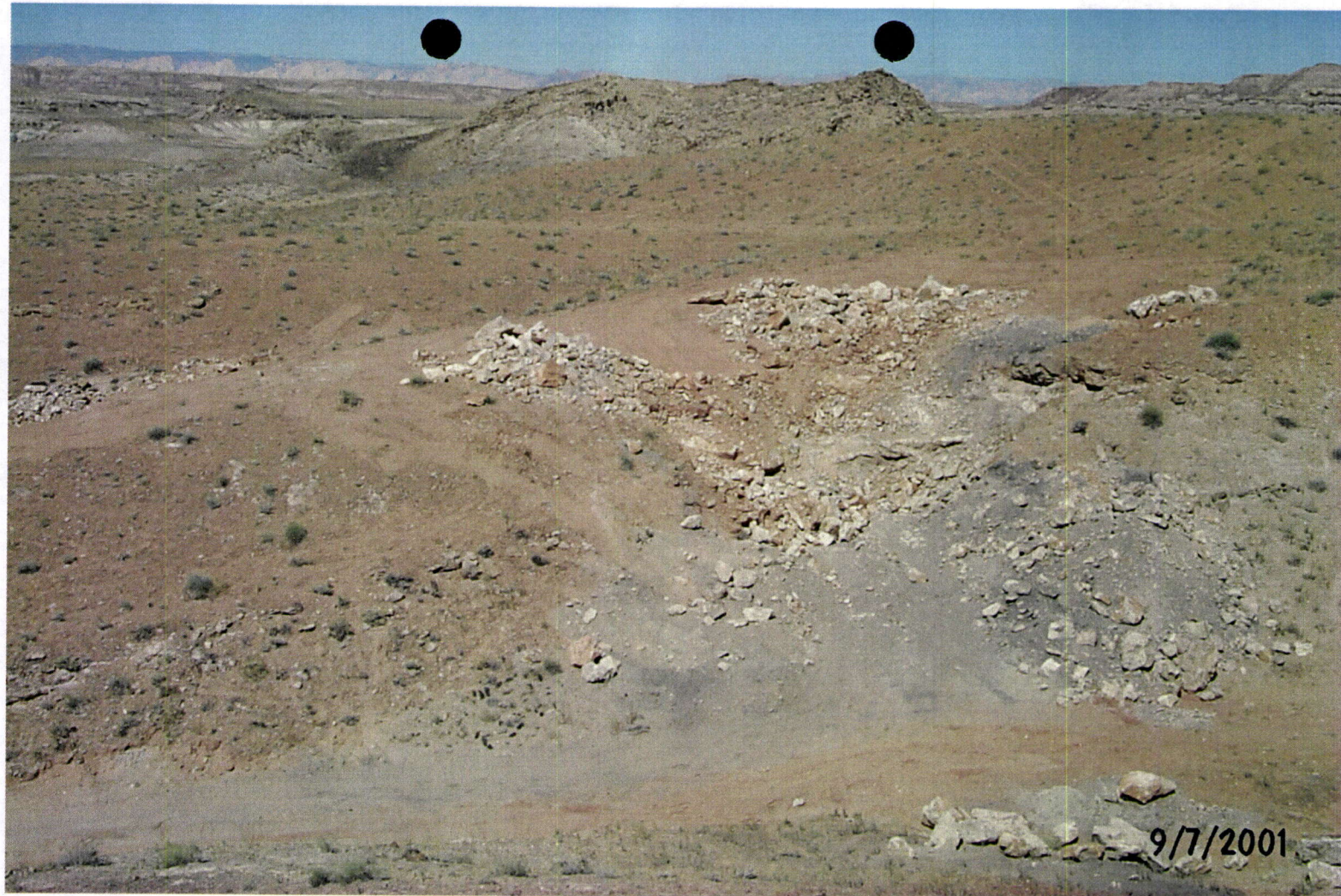




5/019/053

Staging area from the top of the talus  
slope.





s/019/093

View toward the west from the top of the  
talus slope.





s/01a/053

At the top of the dug road looking  
approximately north or northwest.





s/01a/053

Top of the dug road looking up toward the top  
of the talus slope.





S/01A/053

The intersection where the operator offloaded some equipment. They claimed these were not their tracks and that they had raked their tracks smooth.